

Maryland Historical Trust

Maryland Inventory of Historic Properties Number:

CE-1460

Name:

CE-0106/Ragan Rd over Rn. of Acton Crk

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____

Eligibility Not Recommended X

Criteria: A B C D Considerations: A B C D E F G None

Comments: _____

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. CE-1460

NAME AND SHA NO.: CE-0106

LOCATION

Road Name and Number: Ragan Road over Branch of Octoraro Creek

City/Town: Oakwood ☒ vicinity

County: Cecil

Ownership: ☐ State ☒ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District ☐

BRIDGE TYPE

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch Bridge

☐ Metal Truss Bridge

☐ Moveable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☒ Concrete

☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame

☐ Other Type Name ☐

DESCRIPTION

Describe the Setting:

Bridge # CE-0106 carries Ragan Road over a tributary of Octoraro Creek on the borders of Maryland's Piedmont physiographic region, and is located approximately 1 mile east of US Route 222 and west of Ragan Road, which runs in a roughly west to southeast direction at that point. The immediate setting is relatively rural, with a few houses located just west of the bridge.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge # CE-0106, built in 1930, is a single-span concrete T-beam bridge which carries two lanes of traffic over Octoraro Creek. The structure is comprised of concrete abutments, plain, full height concrete wingwalls, incised concrete parapets, and a concrete slab deck with a bituminous wearing surface. The effective span of the concrete beams is 22'-5"; the bridge spans 23'-4" with a roadway width of 22'-1".

Inspection reports from 1985 through 1993 note the presence of extensive deterioration, spalled and cracked abutments and wingwalls, considerable deterioration of the parapets, and scour and undermining of the abutments.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to available documentary evidence, no major alterations have been undertaken on this bridge.

HISTORY

When Built: 1930, based on Bridge Inventory listing for Cecil County

Why Built: Statewide road improvement programs and local transportation needs

Who Built: Unknown

Who Designed: Unknown; probably standard state specifications

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Cecil County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge # CE-0106 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, the bridge is not a significant example of its type. The character-defining elements exist in somewhat deteriorated condition.

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MHT NO. CE-1460

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, the bridge retains integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

The name(s) of the manufacturer, designer, and/or engineer for this bridge are unknown at this time.

Should this bridge be given further study before significance analysis is made, and why?

No, the structure should not be given further study. Its current deteriorated condition places its integrity in doubt.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
 Maryland State Highway Administration, Baltimore.

Cecil County Department of Public Works
 Bridge Inspection Reports (dating from 1985 through 1993). On file in Cecil County
 Roads Department, North East.

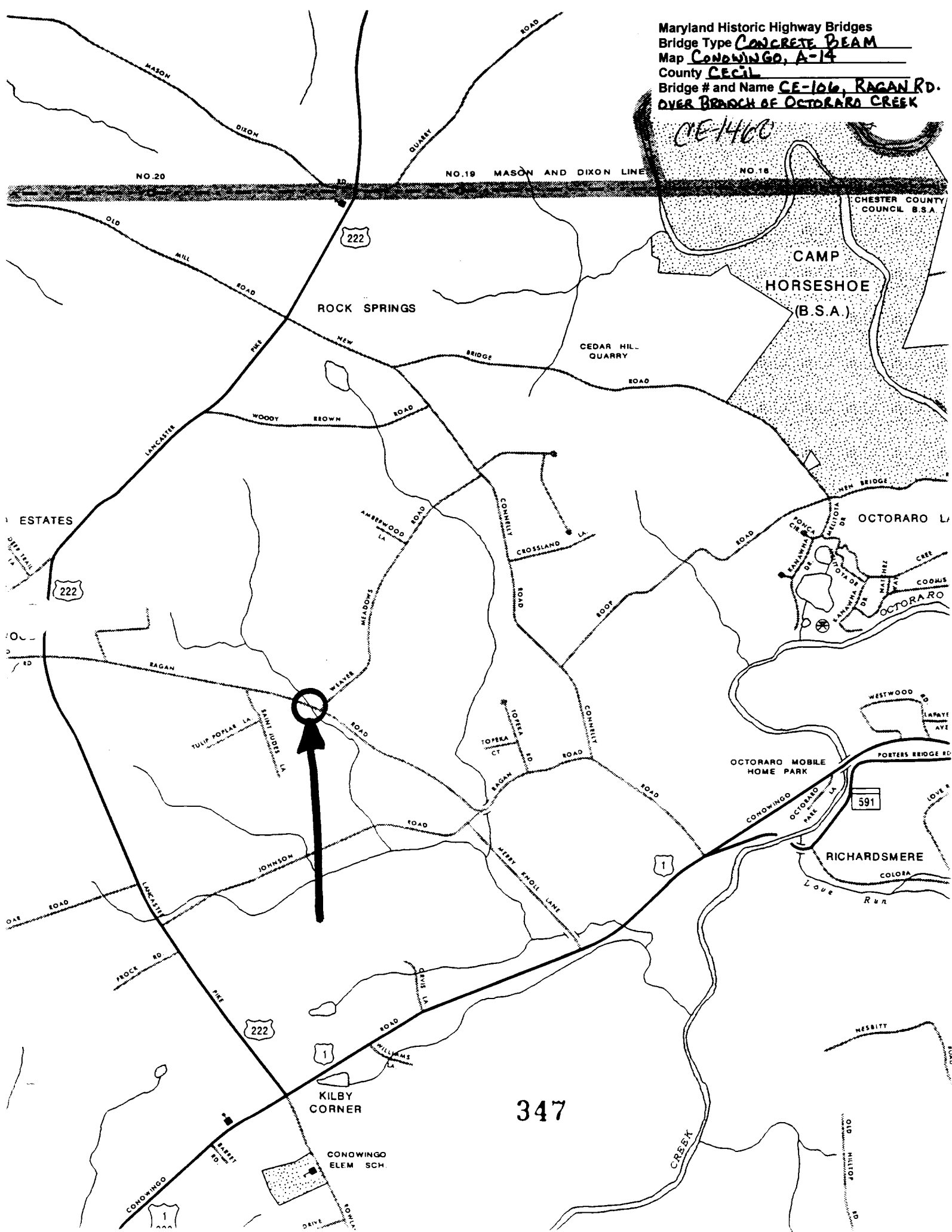
State Highway Administration
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CONOWINGO, A-14
County CECIL
Bridge # and Name CE-106, RAGAN RD.
OVER BRANCH OF OCTORARO CREEK





CE - 1460

CECIL COUNTY MD

MAT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO SHA

BRIDLE NO CE 106

LOOKING WEST

1 OF 4



CE - 1460

CECIL COUNTY MD

MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO 5114

BRIDGE NO CE 106

LOOKING EAST

2 OF 4



CE-1460
CECIL COUNTY, MD
MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO SHA

BRIDGE NO. CE 106

LOOKING DOWNSTREAM

3 OF 4



CE-1460

CELIA COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO SAN

BRIDGE NO CE 106

LOOKING UPSTREAM

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